
4.0 RECOMMENDATIONS FOR PHASED IMPLEMENTATION

The initial goal of the recreational trails study is to establish community-based trail linkages. This accomplishes many of the objectives set forth for this study but primarily the opportunities for connections to the nearest county park or other points of interest through day long or half day long bicycle route “loops”. These proposed routes will be mostly comprised of on-road facilities and the utilization of existing off-road pathways. This will provide the greatest cost efficiency for the initial phased development. A summary of the anticipated costs of development for each community-based trail has been prepared (see Section 4.2).

Later phases of the recreational trail study will focus on establishing a county-wide trail network. This will create the opportunities for both “park-to-park” trail linkages and improved access to the existing urban and waterfront trail systems. These proposed routes will rely more heavily on developing significant off-road alternatives.

For the purposes of clarity in designating the proposed routes on the maps for this study, the typical trail conditions described previously have been consolidated into three categories:

1. *Proposed off-road trail (dashed green lines) - these proposed routes equate to off-road multi-use paths.*
2. *Proposed on-road bike lane (solid red lines) - this category includes designated lanes with and without adjacent parking as well as utilization of paved shoulders.*
3. *Proposed on-road shared lane (dashed red lines) - these proposed routes equate to either wide curb lane or shared lane conditions.*

These categories are graphically depicted on the maps along with the constraints that were observed for each area (difficult hill, high speed traffic, high traffic volume, narrow shoulder and at-grade railroad crossings).

Please see Figure 4-1 for a county-wide reference to the larger scale maps or windows that illustrate the proposed community-based trail linkages summarized below.

4.1 COMMUNITY-BASED TRAIL LINKAGES

4.1.1 CLARENCE / AKRON AREA

The Towns of Clarence and Newstead currently have a significant amount of developed off-road trails. The proposed trail network in this area utilizes these trails in combination with proposed on-road shared lane trails to create a 17 mile loop that connects the Village of Akron and Hamlets of Clarence Center and Clarence Hollow. Connection to a short on-road bike lane along State Route 5 from the existing off-road trail would occur via a proposed off-road segment that follows a natural gas pipeline corridor. The trail would then be an on-road shared lane along Goodrich Road past Town Place Park to Lapp Road. There would also be an on-road shared lane trail on Lapp Road past Beeman Creek County Park to either a proposed off-road Trail or on-road shared lane along Strickler Road. This window also depicts an additional 6.5 miles of off-road trails directly connecting the existing off-road trail to Akron Falls County Park to the east and Beeman Creek County Park to the north. The proposed off-road trail that connects to Beeman Creek follows a utility corridor. The off-road trail branching off towards Akron Falls County Park was suggested as a possibility by a resident during one of the open houses held for public input. It was conveyed to the consulting team that a potential easement which follows a former mining operation in this area could be available for trail development. Due to the importance of several local horse farms, the proposed off-road trail into Akron Falls County Park should include provisions for equestrian trails as well. The 9.5 miles of proposed on-road shared lane trails described above will complete the mentioned loop. Within the Village of Akron there is also a very short segment of an on-road shared lane recommended along State Route 93.



Looking southwest along the existing off-road path near the Village of Akron



Looking east on Lapp Road near Strickler Road. Beeman Creek County Park is on the left hand side. An on-road shared lane is recommended here.



Looking east on William Street near Lake Avenue the existing paved shoulder could be widened for the proposed on-road bike lane.



Looking west along abandoned railroad tracks at Central Avenue in the Village of Lancaster. Location for potential off-road trail.

4.1.2 DEPEW / LANCASTER AREA

The proposed recreational trails in the Depew-Lancaster area create two small loops. An approximate 10 mile long loop connects the Villages with Westwood Park and Walden Pond Park. This proposed loop would follow an abandoned railroad corridor and State Route 20 for a total of 6.5 miles of off-road trails. The off-road trail along the railroad corridor would go between Central Avenue, in the Village of Lancaster, to Ransom Road. The Village has already developed the property around Central Avenue as a light industrial park and a partnership for further development would need to be established. A partnership with New York State would also need to be developed for the proposed off-road trail within the right-of-way of Route 20. Additionally, 1.5 miles of on-road with bike lanes along Pavement Road and Central Avenue have been proposed and 2.2 miles of on-road shared lanes along Ransom Road and Westwood Road have been proposed.

Another 10.5 mile loop connects the Villages with Stiglmeier Park, Reinstein Woods State Nature Preserve, Volunteer Fireman's Memorial Park, and Como Lake County Park. The proposed trails would run on-road along Como Park Boulevard, Lake Avenue, William Street, and Bowen Road, creating 4.6 miles of on-road shared lane trails and another 5.9 miles of on-road bike lanes (9.2 miles total). Lake Avenue is a local road and will require coordination with the municipality to accommodate the on-road shared lane proposal.

It should also be noted that the Town of Cheektowaga will be constructing a trail through Stiglmeier Park that heads west along Como Park Boulevard to Union Road. From there the trail will utilize a railroad corridor to continue further west to Harlem Road.

4.1.3 EAST AURORA / WALES AREA

The proposed trail network in the East Aurora/Wales area utilizes all types of trails. An on-road bike lane is being proposed through the Village on Main Street through the historic district past the Milliard Fillmore house east to the new Knox State Park on State Route 16. Additional on-road bike lanes are proposed for Center Street, starting at the south edge of the Village of East Aurora, across the East Branch of Cazenovia Creek, and continuing past East Aurora High School. Most of the proposed trails in this area are on-road shared lanes. The less traveled roads by the two county parks, Emery County Park and Hunter's Creek County Park, lend themselves to this type of trail. Route 16 is a high speed, high volume roadway. Therefore, an off-road trail in the state right-of-way is proposed along this route from Lapham Road south to Warner Hill Road. These proposals would allow a family to travel a 14.5 mile loop starting in the Village of East Aurora south through Emery County Park then east over to Hunters Creek County Park and back to the Village of East Aurora. By developing the off-road trail along Route 16, this loop would be cut in half. Most of the proposed trails shown on this window are on-road shared lanes (12.8 miles total). There are also 4.2 miles of off-road trails and 3.7 miles of on-road bike lanes proposed.

4.1.4 HAMBURG / ORCHARD PARK AREA

The proposed recreational trails in the Hamburg / Orchard Park area tie the population areas of the Village of Hamburg, the Village of Orchard Park and North Boston to Chestnut Ridge County Park, the undeveloped Eighteen Mile Creek County Park and to the parks along Lake Erie. An on-road bike lane is proposed to start in the Village of Orchard Park on State Route 240, and continue south along an off-road trail within the state right-of-way at the Village line because the road becomes a high speed road at that point. The trail continues off-road along Route 240 (which becomes Route 277) past Chestnut Ridge County Park, up to the top of a hill. The trail then becomes an on-road bike lane again on Herman Hill Road that connects the North Boston area. This is a local road requiring a partnership with the municipality.

The Village of Hamburg is connected to Chestnut Ridge County Park by an on-road shared lane along Newton Road. The Village of



Centerline Road looking East. Hunters Creek County Park is on left hand side. An on-road shared lane is proposed in this area.



Center Street looking North. East Aurora High School is on the left hand side. The existing paved shoulder could be extended to create an on-road bike lane in this area.



Looking south on Route 277 past Chestnut Ridge County Park. An off-road trail is proposed within the state right-of-way here.



Looking west on Lakeview Road near Lakeview Road Recreation Area. An off-road trail with narrow separation from the roadway is recommended here.



Looking west on Foote Road at Pratham Road. Sprague Brook County Park is on the right hand side. An on-road shared lane is recommended here.



Looking north at inactive Buffalo & Pittsburgh Railroad near Sibley Road. Potential location of a trail.

Hamburg is also connected to the waterfront by two separate approaches. The first is an off-road trail along North Creek Road and Lakeview Road to the Old Lake Shore Road. This off-road section is proposed to be in the county right-of-way along these roads. An on-road shared lane is proposed as a connection to Eighteen Mile Creek County Park. The second approach is an on-road shared lane route along Amsdell Road and Rogers Road to State Route 5. Trail proposals within the Village limits will require coordination with the municipality.

4.1.5 BOSTON / COLDEN / HOLLAND AREA

This window depicts the proposed routes from the population centers to the undeveloped Boston Forest County Park, Sprague Brook County Park and several county forests. The population area of Holland will be connected to Sprague Brook County Park by using an on-road shared lane on Holland-Glenwood Road to Crump Road and then into Pratham Road to Foote Road, where the main entrance to the park is located.

The population center of Colden is proposed to be connected to Sprague Brook County Park by using the inactive Buffalo & Pittsburgh railroad corridor parallel to Route 240 as an off-road trail. As described earlier, this railroad corridor has been inactive for some time as stated in the Town of Colden and Town of Springville Master Plans. This area will also be connected to an undeveloped park, Boston Forest County Park, by using on-road shared lanes along Boston-Colden Road to an on-road bike lane through the Village of Patchin on Boston State Road back to on-road shared lanes on Trevett Road, Brown Hill Road and Feddick Road, where the Boston Forest is located.

A 9.7 mile loop has been proposed in this area by utilizing the inactive railroad corridor and another off-road trail which follows a combination railroad and utility corridor (power line) which runs through Patchin, connected by on-road shared lanes at Boston-Colden Road to the north and Morse Road to the south.

4.1.6 EVANS / BRANT AREA

The proposed recreational trails in the Evans-Brant area all have a common theme: connecting the population areas of Angola, Farnham and Brant with the beaches of Lake Erie, including but not limited to Wendt Beach County Park, Bennett Beach County Park and Evangola State Park.

The Town of Evans has taken an initiative and began the planning of an off-road multi-use pathway along Old Lake Shore Road within the county right-of-way from the border of Hamburg at Eighteen Mile Creek south to Evangola State Park. Approximately 2.8 miles of the nearly 14 mile off-road trail has been funded and could be under construction in 2004. There is an existing off-road trail through Evangola State Park along Old Lake Shore Road. A proposed on-road shared lane will connect from this trail to Lotus Point Road. It will continue on Lotus Point Road and cross Route 5 to Commercial Street into the Village of Farnham. The other on-road shared lane trail (5.0 miles) will follow North Main Street out of the Village of Angola to Bennett Road. The proposed trail follows Bennett Road to Bennett Beach County Park. Commercial Street in Farnham and a portion of North Main Street in Angola are local roads requiring a partnership with the municipality.

4.1.7 GOWANDA / COLLINS AREA

The proposed trails in the Gowanda / Collins area connects the Village of Gowanda and the Hamlet of Collins Center. This 8 mile loop will require partnerships to utilize some local town roads (such as Wheeler Road and Richardson Road) and must be coordinated with the local government. The 1.5 mile off-road trail is proposed to be in the county right-of-way on Taylor Hollow Road north of Gowanda Village. A 1.8 mile on-road shared lane is proposed to get to Zoar Valley State Multi-Recreational Area using Gowanda-Zoar Road and Unger Road.

4.1.8 SPRINGVILLE / SARDINIA AREA

The proposed recreational trails in the Springville-Sardinia area have a unique prospect in that the Buffalo and Pittsburgh Railroad has an inactive railbed going through Springville and continues north up to



Looking west on Bennett Road near Route 5. The Evans Center Baseball Fields are on the right hand side. The recommendation in this area is for an on-road shared lane.



Looking south on Old Lakeshore Road near Sturgeon Point Road. The Town of Evans is planning a multi-use pathway separate from the roadway within the county right-of-way in this area.



Looking south on Route 438 into Village of Gowanda near Taylor Hollow Road. An on-road shared lane is proposed here.



Looking north on Taylor Hollow Road near Village of Gowanda. An off-road trail is proposed within the right-of-way here.



Looking west on Genesee Road at Savage Road near the Village of Sardinia. An on-road bike lane is recommended here.



Looking north at inactive Buffalo & Pittsburgh Railroad on Morse Road. This is a potential location for an off-road trail.

Sprague Brook County Park. This railbed ties the populous of the Village of Springville north to Sprague Brook County Park making this 5.5 mile route very family oriented due to the gentle gradient and its fairly straight alignment.

The Village of Springville is also tied to Scoby Dam County Park by a proposed on-road bike lane along County Route 39 and New York State Route 219 to Scoby Road. A partnership with the State will be required for this segment.

The residents of the Town of Sardinia can use the proposed on-road bike lane along Genesee Road past the active county forests to the proposed on-road shared lane on Pratham Road to get to Sprague Brook County Park.

To get between Springville and Sardinia, an off-road trail has been proposed for the Niagara Mohawk utility corridor which lies on an old railroad bed and runs parallel to Route 39. It is felt that this route is better suited for a bike trail because Route 39 is a high volume, high speed road. To access the rail corridor, an on-road bike lane south of Sardinia is proposed on a local road. This creates a 21 mile loop around this area.

Another loop is being proposed by using an off-road trail along the same combination railroad and utility corridor described for the Town of Boston. This intersects the railroad corridor just north of Springville and runs north past and through other County Forests up to Morse Road.

4.2 COST SUMMARY FOR INITIAL PHASE

Development costs for the recreation trail component varies among the types of routes and their applications to the existing conditions. The following table summarizes these costs which are broken down by bicycle facility type and trail areas. See Section 4.1 for a description of the initial phase of trail proposals.

A few points worth emphasizing include:

- *All opinions of probable development costs are 2003 dollars. This provides the baseline reference point for the entire project and will aid in estimating future costs as specific projects are developed. Approximately 3% inflation would be added to each year beyond 2003.*
- *The project costs are for three “proposed” recreation trail features identified in the legend of each map: on-road bike lane, on-road shared lane, off-road trail. These features have not yet been designed or funded. All other features identified as “existing” have already been constructed or are already funded and/or designed. For example, a portion of the new multi-use pathway in the Town of Evans may not be built but is considered existing because it is funded.*
- *Unit pricing for typical costs of the bike lane and shared lane were taken from the GBNRTC Regional Bikeway Implementation Plan and were reviewed, confirmed and used by Wendel Duchscherer for this report. Costs of the off-road bike trail were developed from commercial pricing guides and Wendel Duchscherer’s current portfolio work.*
- *A contingency of 20% has been added to the estimates to account for the unknown existing site conditions and the over-all level of detail at this stage of design.*
- *A general requirements fee of 5% has been added to account for anticipated contractual costs.*
- *An engineering fee of 10% has been added for the design component of all trail systems.*

**ERIE COUNTY RECREATIONAL TRAILS- INITIAL PHASE
COST SUMMARY TABLE ***

* The total projected development costs for this study are in 2003 dollars and includes a 20% contingency to account for the preliminary nature of the design, 5% to allow for the general contractual requirements and 10% for the engineering fees.

The total projected development costs for the initial phase of recreational trails are approximately 32.5 million dollars. Over the anticipated twenty year life span of this master plan, this would

AREA	ON ROAD BIKE LANE \$24,024 / mile	ON ROAD SHARED LANE \$8,765 / mile	OFF ROAD TRAIL \$453,710 / mile	AREA TOTALS
CLARENCE / AKRON	2.54 mi \$61,000	9.58 mi \$84,000	6.55 mi \$2,955,000	\$3,100,000
DEPEW / LANCASTER	8.04 mi \$193,000	6.86 mi \$60,000	6.47 mi \$2,929,000	\$3,182,000
EAST AURORA / WALES	3.71 mi \$89,000	12.79 mi \$112,000	4.24 mi \$1,899,000	\$2,100,000
HAMBURG / ORCHARD PARK	1.93 mi \$46,000	17.20 mi \$151,000	12.02 mi \$5,403,000	\$5,600,000
BOSTON / COLDEN / HOLLAND	0.81 mi \$19,000	17.47 mi \$153,000	13.07 mi \$5,928,000	\$6,100,000
EVANS / BRANT	0.37 mi \$9,000	4.95 mi \$43,000	7.73 mi \$3,548,000	\$3,600,000
GOWANDA / COLLINS	- \$0	6.82 mi \$60,000	2.52 mi \$1,140,000	\$1,200,000
SPRINGVILLE / SARDINIA	7.96 mi \$191,000	3.49 mi \$31,000	16.38 mi \$7,433,000	\$7,655,000
PHASE TOTALS	25.4 miles \$608,000	79.2 miles \$694,000	69.0 miles \$31,235,000	\$32,537,000

result in expenditures of roughly 1.6 million dollars annually for trail development. However, it can be assumed that most projects would include either federal or state grant assistance that would reduce the County share to half the projected total, or about \$800,000 per year. This is consistent with current county spending on recreational trail development. For example, in 2002, Erie County allocated \$847,000 for recreational trails.

Another potential cost savings for trails proposed along County roads would be through the County Policy on bicycle facilities (Chapter 22 of the County Highway Design Manual; adopted by Erie County Legislature in 1990). Under this program, as County roads are re-built the costs of the proposed bicycle facilities can be added in as appropriate.

4.3 COUNTY-WIDE RECREATIONAL TRAIL NETWORK

After the initial phase of community-based trail linkages have been established, the proposals for the later phases of the recreational trail master plan recommend county-wide park-to-park linkages. The numbered linkages summarized below are shown on Figure 4-9.

1. *In the Town of Clarence, the on-road shared lane proposed for Goodrich Road would be extended north to the county line. From that point a similar on-road shared lane would follow the Tonawanda Creek westward to connect with existing waterfront trails.*
2. *Also in Clarence, an off-road trail along a natural gas pipeline has been proposed that runs westward into Amherst.*
3. *It is recommended that the existing off-road trail which ends in Clarence be continued westward through Amherst. Recognizing the current opposition by residents along this route (known as the Peanut Line) to develop this trail, it would be possible to follow on-road options along the proposed corridor in order to complete this vital link into Ellicott Creek County Park.*
4. *An on-road bike lane has been proposed along Crittenden Road that connects the Village of Alden to Akron Falls County Park. A small section along Route 5 will require coordination with New York State.*
5. *Proposed on-road shared lane along Ransom Road from Walden Pond Park to Clarence Hollow.*
6. *Off-road trail that follows a natural gas pipeline along Pavement Road in the Town of Lancaster*

north to the existing off-road trail in Clarence (see Figure 4-2).

- 7. In order to connect the Village of Alden with the various parks in Lancaster, an off-road trail has been proposed within the right-of-way for State Route 20 (Broadway). A partnership with the State will be required.*
- 8. On-road shared lane proposed for Girdle/Schwartz Road in the Town of Elma creates a connection from the Village of East Aurora into Lancaster.*
- 9. Proposed linkages to Elma Meadows within the Towns of Elma and Marilla via Bullis Road, Bowen Road, Rice Road, Two Rod Road (state road) and Stolle Road (local road).*
- 10. Proposed off-road trail along Route 16 (Seneca Street) from Knox State Park into West Seneca. This is a state route that will require their coordination.*
- 11. Proposed off-road trail along Route 20A that connects the Villages of East Aurora and Orchard Park. This is also a state route that will require their coordination.*
- 12. Combination off-road trail (State Route 20A right-of-way) and on-road shared lane (State Route 78, Hunters Creek Road, and Center Line Road) to connect the Village of East Aurora to Hunters Creek County Park. New York State partnerships required.*
- 13. A proposed off-road trail that follows a natural gas pipeline west from Hunters Creek Park into Chestnut Ridge Park and ultimately into the Town of Eden. This would be a good opportunity to also create a parallel equestrian trail for the horse-back riders interests in the East Aurora area.*
- 14. Continued on-road shared lane along Center Road south to Sprague Brook County Park.*
- 15. Proposed off-road trail that follows a power line corridor from Hunters Creek Park south to Emery Park and ultimately down into the Sardinia area County Forests.*
- 16. Continuation of the off-road trail within the Route 16 state right-of-way which would complete the link between East Aurora and Holland. Could also*

continue south of Holland into Sardinia.

17. *Proposed off-road trail that follows natural gas pipeline from North Boston up into West Seneca.*
18. & 19. *Proposed off-road trails that combines the railroad corridor trails described for the Boston/Colden/Holland area. Each to be done in two segments: north into Orchard Park and south into Springville.*
20. *Proposed off-road trail within the Route 62 state right-of-way south from Hamburg Village through Eden, North Collins and into Gowanda. Partnership with New York State required.*
21. *Proposed on-road bike lane west out of Eden along Eden-Evans Center Road into Angola Village.*
22. *Proposed on-road shared lane from North Collins into Farnham via Cain Road.*
23. *Series of proposed on-road shared lane routes that connect Boston Forest with North Collins. One segment of non-county road included.*
24. *Proposed on-road bike lane that connects Springville to Collins along Route 39. Partnership with New York State required.*
25. *An extension of the abandoned rail corridor trail described on Figure 4-3 from Ransom Road east to Crittenden Road.*

The focus of the Recreational Trail Study has been centered in the rural areas due to the comparative lack of trail facilities that currently are planned in the suburban areas of Erie County. The proposed links to the urban areas are illustrated in Figure 4-10. Both the initial phase and the later phase of recreational trail proposals will tie-in with the planned linkages shown along the eastern and southern edges of the urban linkages map. In the urban areas, the attempt of the Recreational Trail Study has also been to fill in the gaps that exist in the current network, primarily along the waterfront (see Section 2.0).